hs2 engine for growth

INVESTING IN BRITAIN'S FUTURE

Why we need HS2

Infrastructure – a catalyst for growth

Britain's investment in infrastructure has not kept pace with our growing population and changes in the way we travel. Nearly 10 million more people will live here in 2035 and our need for nationwide connections will only intensify. Investing in transport supports a robust, competitive economy. If Britain is to prosper in the future, we must invest now.

HS2 will transform the country, delivering a legacy of connectivity and growth across the UK

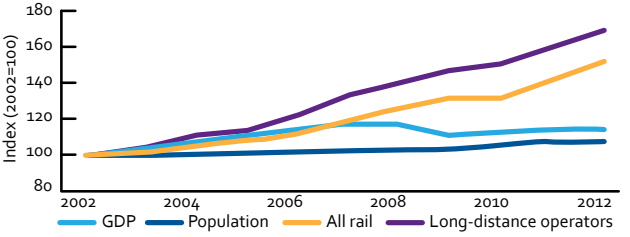
An ongoing programme of investment

The Government is already investing in transport: this includes 400 miles of extra capacity on our busiest motorways; Crossrail, the Northern Hub and major rail electrification projects across Britain. In total, Network Rail is investing more than £35 billion in the railways between 2014 and 2019. The government has set aside another £6 billion for road maintenance.

Meeting a growing need for travel

Our north-south links are among our most important transport arteries; they are also most exposed to future pressure. We need transport that allows fast, dependable travel between cities; and provides enough capacity to keep freight moving.

Recent trends in rail demand, GDP and population



Sources: GDP & population: Office of National Statistics | Rail travel: Office of Rail Regulation

Long-distance rail travel in Britain has doubled since the mid-1990s and continues to grow. The West Coast Main Line effectively has no capacity for more trains,

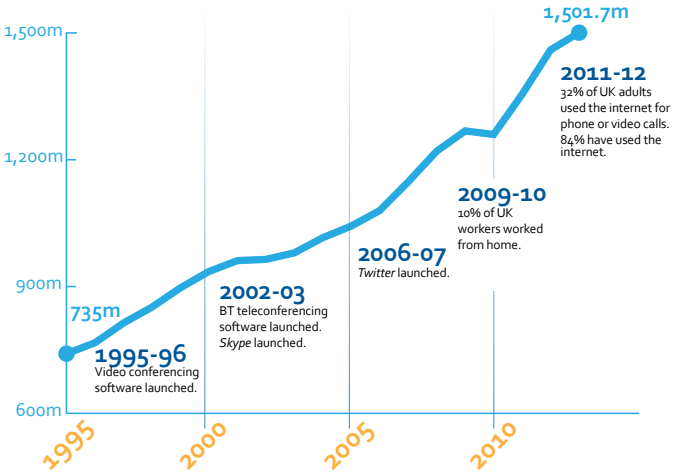
many of which are already full at times when people most rely on them. A £9 billion upgrade was completed in 2008, but still train operators cannot run all the direct services we want: there isn't enough space.

Thousands of weekday passengers are forced to stand on crowded trains and, as the railways become busier, they become less punctual and more unreliable.

Investigating the options

The Government has considered potential solutions across all modes of transport. Domestic aviation is more carbon intensive than rail, while car travel cannot provide reliable high speed links between city centres because of traffic constraints on urban roads.

Demand for passenger journeys and communications technology continues to grow



Source: Office of Rail Regulation

We have also examined longer trains, longer platforms and extra conventional track. None of these options deliver what we need and some would require passengers to endure years of rail closures and disruption. And despite predictions that new technology would take the place of travel, our demand for both has soared. We've seen the launch of Skype, Twitter and faster, smarter tablets and phones, all in just over 15 years. In the same time, rail journeys have doubled to 1.5 billion a year.

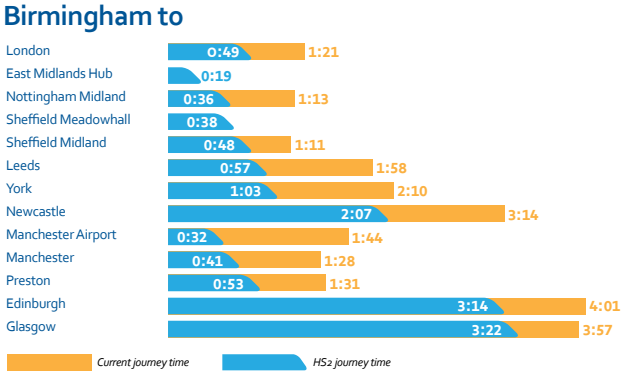
Enhancing our national network

Only HS2 can give us the boost in capacity we need for future decades. HS2 will provide efficient, high-capacity services between London, Leeds, Manchester, the East and West Midlands and South Yorkshire. It will significantly increase the number of seats between London and Birmingham, with the full network running up to 18 trains an hour. HS2's integration with the existing railways will also allow for faster direct trains to cities such as Liverpool, Newcastle, Glasgow and Edinburgh.

A step-change in capacity and connectivity

HS2 is expected to carry over 300,000 people every day, supporting a wider transformation in the way we travel. It will relieve congestion on vital roads and slash connection times between three of our busiest airports.

Journey times from Birmingham



Source: Hs2 Ltd

A boost for local journeys and freight

HS2 will also restore value in the railways we already use, freeing up space for more frequent services and reducing delays. That means more room for commuter and regional trains and more space for freight to be carried by rail, better meeting the demands of British businesses.

Seizing the chance

Making the right investment now can make a huge difference to our future. It can drive regeneration where it is needed, support the creation of homes and long-term jobs, and unlock our regions' collective potential.

People around the country will notice the benefits – even if they never take a high speed train

A state-of-the-art railway, fully integrated with our existing networks, is the only solution that can provide Britain with the connectivity and capacity to thrive.

HS2 is the engine for growth that this country needs.

Re-drawing the economic map

Expenditure on HS2 will be spread over an 18-year period and, at less than 0.17% of annual GDP, this is a level of investment that the country can sustain. HS2's positive effects will be felt even before the first trains start running in 2026. Once complete, estimates suggest HS2 could boost the economy by £15 billion every year.

HS2 will provide new opportunities for the Midlands and the North. A transformation in connectivity will help city regions to take a stake in emerging industries, enhancing their reputation as attractive places to visit, work, study and live.

A national asset for the next generation

HS2 is a statement about the country's ambition for this century. In redrawing the economic map, it will support British business, but also create opportunities and strengthen our society by better connecting the communities in which we live.

Connect with us

HS2, THE NEW NORTH-SOUTH LINE, WILL REVITALISE OUR RAIL NETWORK BY...

Boosting Britain's intercity and commuter rail capacity, **easing** congestion on the roads and **cutting** overcrowding on the railways

Revolutionising Britain's connectivity, radically **cutting journey times** between our major cities

Re-drawing Britain's economic geography, bringing our cities closer together and rebalancing **growth** and **opportunities**

Helping drive city-centre **regeneration** and major development schemes

Returning likely benefits of over **£2** for every **£1** invested

HS2 Ltd Economic Case

Underpinning economic growth and the delivery of up to **400,000** jobs

The Core Cities Group

THE NEW NORTH-SOUTH RAIL LINK

Revitalising Britain's transport network, providing the capacity and connectivity we need to drive national and regional competitiveness.

HS2 could lift the country's economy by **£15 billion** every year
KPMG

Around **100** cities and towns will benefit from **new** or **improved** rail services

In just over **15 years**, Skype, Twitter and new phones and tablets have made it easier than ever to communicate. Over the same time, rail journeys have **doubled** to **1.5 billion** a year

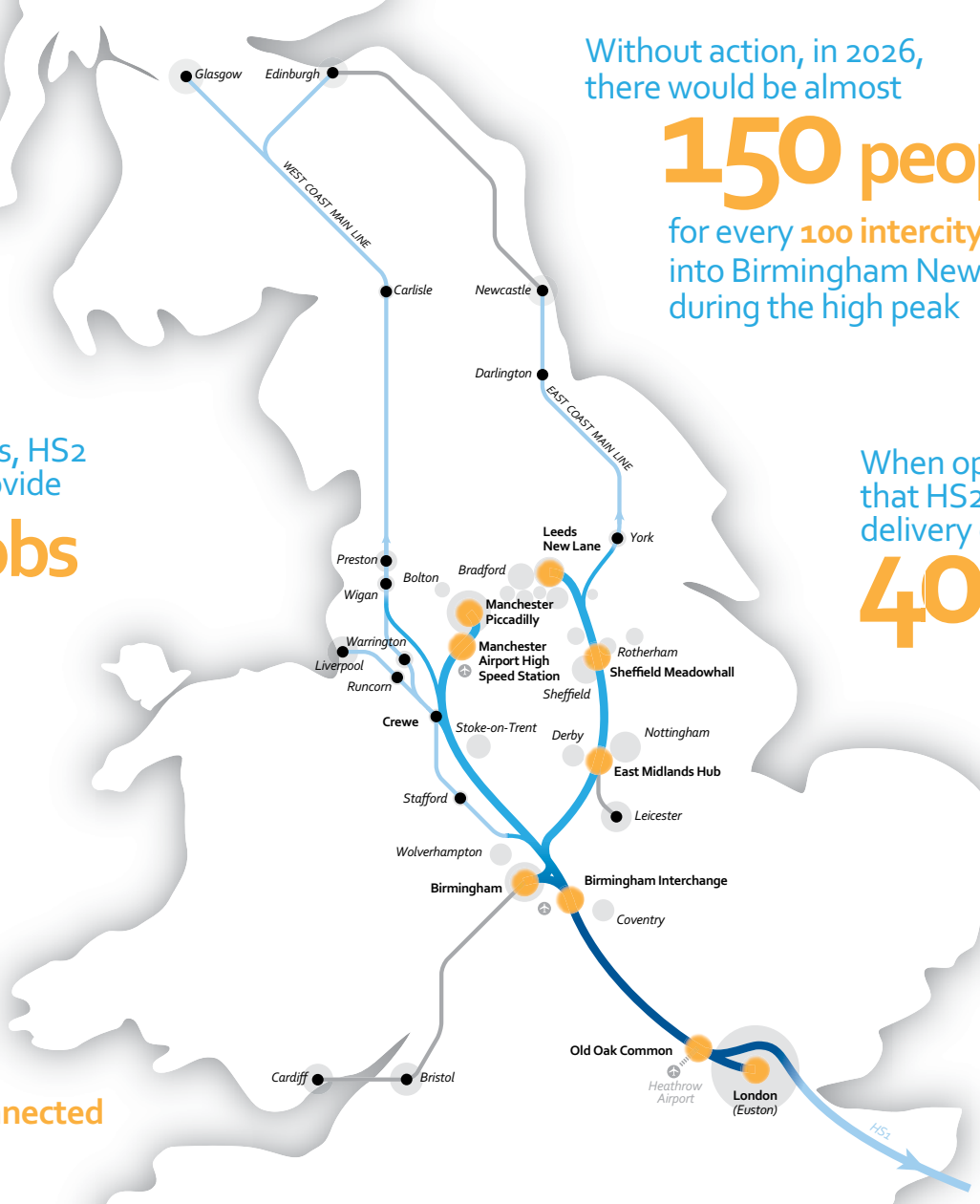
HS2 will **free up** at least **20** freight paths per day on the West Coast Main Line

up to 18 trains an hour will be run by HS2, **significantly increasing** the number of seats between London and Birmingham

Without action, in 2026, there would be almost **150 people** for every **100 intercity train seats** into Birmingham New Street during the high peak

In the West Midlands, HS2 is key to plans to provide **100k jobs**
Solihull Metropolitan Borough Council & Arup

When open, it is predicted that HS2 will underpin the delivery of **400k jobs**
The Core Cities Group



18 of Britain's cities will be **better connected** either directly or indirectly by HS2

The average annual spend on constructing HS2 will be less than **0.17%** of our GDP

- HS2 Station
- HS2 destination served by HS2 classic compatible services
- Core high speed network (Phases One and Two)
- HS2 connection to existing rail network
- Classic compatible services
- Existing lines with potential for future connection to HS2

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